

23 July 1968

Logistic Developments in the Panhandle of North Vietnam, 15-21 July 1968Activities South of the 19th ParallelArmed Reconnaissance SortiesThis Week (15-21 July) *

487 sorties per day

51 percent in Route Package I

19 percent in Route Package II

30 percent in Route Package III
(below 19° North)Last Week (8-14 July)

450 sorties per day

60 percent in Route Package I

18 percent in Route Package II

22 percent in Route Package III
(below 19° North)For the Period 1 January - 21 July 1968

241 sorties per day

60 percent in Route Package I

23 percent in Route Package II

17 percent in Route Package III **

Weather ***

Throughout the week generally good weather prevailed along the entire NVN

* The rate of attack listed for the period 15-21 July may be as much as five percent below the actual rate because some reports from operating units in Southeast Asia are not available at the time of publication.

** Beginning 1 April nearly all sorties have been flown south of the 19th Parallel.

*** Good weather - 10,000 feet or more ceiling, and five miles or more visibility.

Fair weather - 5-10 thousand feet ceiling, and five miles or more visibility.

Poor weather - Less than 5,000 feet ceiling, and/or five miles or less visibility.

USAF and DIA review(s) completed.

coastal plain and Red River Delta areas. Consistently poor weather, however, settled over the mountainous inland portions of the panhandle and over the areas northwest of the Red River Delta.

Highways

	<u>Preliminary Pilot Reports on Trucks*</u>		
	<u>Sighted</u>	<u>Destroyed</u>	<u>Damaged</u>
This Week (15-21 July)	947	209	73
Last Week (8-14 July)	840	237	102
Weekly Average (since 1 Apr 68)	705	117	81
Weekly Average (since 1 Jan 68)	512	79	65

Remarks:

Attacks against the highway system were heavily concentrated this week against bridge crossings, highway ferries, truck parks and storage areas located along the primary coastal and inland road nets leading from the 19th Parallel southward toward the DMZ and southern Laos. In numerous instances, these strikes resulted in multiple secondary explosions and fires indicating the extensiveness of stores of POL and ammo dispersed along these key infiltration corridors.

Improved weather probably accounted for a significant part of the increase in the observed truck activity this week. The heaviest flow of traffic was noted on Routes 101 and 137 which together form one of the two major infiltration routes leading into southern Laos. Moderate truck activity was also

* These are preliminary data, included to indicate trends in activity. Final dates on trucks sighted, destroyed and damaged may be considerably greater, for the above compilations are based on incomplete reporting.

sighted on several other key routes used for north-south logistical movements, with groups of 15 or more trucks detected on Route 15 near the Bai Duc Thom area, on Route 1A near Quang Khe and also south of Ha Tinh, and on Route 72 northwest of Vinh.

Comparative photography of the North Vietnamese logistic network south of the 20th Parallel reveals the development of several new truck parks and supply/transshipment areas along the routes immediately north of the Demilitarized Zone. Several areas have been noted along Route 100, a convenient alternate to Route 1A, with one of the areas about five miles north of the DMZ containing parking stalls for about 120 trucks. Several nearby logistic support areas have also been observed along Route 101, an alternate to both Routes 1A and 100. In most cases, the areas contained revetted facilities for ammunition storage, revetted truck stalls, and POL drums.

25X1 Along Route 137, photography [] reveals extensive road maintenance near the Laotian border, with numerous rockpiles along the road and a bulldozer nearby. The same photography indicated that similar activity was underway just over the border in Laos along Route 912. This infiltration route has been under heavy attack during the last three months and the repair efforts attest to its importance. In addition, the heavy rainfall in Laos has probably contributed to the need for this construction effort.

Roadwatch Teams

<u>Access Roads into Laos</u>	<u>Trucks Counted</u>		
	<u>Latest Period</u>	<u>Previous Period</u>	<u>Weekly Average 1968</u>
	11-17 July (7-day period)	7-10 July (4-day period)	
Route 15 (north of Mu Gia Pass)	69S; 73N	35S; 35N	189S; 203N
Route 912	NA	NA	NA
Route 1036	NA	NA	NA

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Remarks:

According to reports from a roadwatch team located on Route 15 [REDACTED]

[REDACTED] average daily truck

traffic moving past the team increased slightly in both directions during this reporting period compared with the last period. This team is located near a road junction, so that the traffic it reports may not represent trucks moving exclusively to and from Laos. Another team [REDACTED]

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[REDACTED] appears to be in position so that most of the trucks it counts are those moving exclusively to and from Laos. During four six-hour periods from 19-21 July, this team reported 41 trucks moving south toward Mu Gia Pass and 24 north.

There were no reports from Routes 912 and 1036.

Railroads

	<u>Preliminary Pilot Reports on Railroad Cars</u>		
	<u>Sighted</u>	<u>Destroyed</u>	<u>Damaged</u>
This Week (15-21 July)	0	0	0
Last Week (8-14 July)	0	0	0
Weekly Average (since 1 Apr 68)	13	1	2
Weekly Average (since 1 Jan 68)	31	3	6

Remarks:

During the past week, attacks against the railroad system were concentrated on fixed targets, particularly the railroad bridges at Dien Chau and Tam Da, and the railroad yard at Vinh. The almost daily attacks against these facilities since 1 April have stopped through-rail service to Vinh and have forced the North Vietnamese to either shuttle traffic on the rail line or transship goods to other forms of transport. While repairs have been noted at Dien Chau, constant strikes have hampered reconstruction. While there are no repairs noted at Tam Da, a series of newly constructed bypass roads are being used to move supplies around the interdiction by truck.

For the second week, there were no pilot sightings of railroad rolling stock and no reports of any railroad equipment destroyed or damaged. This could indicate that rail activity is minimal or that air attacks have been concentrating on the highways and waterways.

Waterways

	<u>Preliminary Pilots Reports on Watercraft</u>		
	<u>Sighted</u>	<u>Destroyed</u>	<u>Damaged</u>
This Week (15-21 July)	227	17	22
Last Week (8-14 July)	593	118	149
Weekly Average (since 1 Apr 68)	322	44	65
Weekly Average (since 1 Jan 68)	245	34	54

Remarks:

The North Vietnamese have been expanding the number of transshipment areas along the two important river routes in the Vinh area - the Song Ca and the Song Ngan. Numerous small transshipment areas have been detected

from the mouth of the Song Ca to Linh Cam, a distance of about 20 nautical miles. Strikes have been conducted against these areas as well as the larger transshipment and storage facilities at Vinh, Ben Thuy and Linh Cam.

Two transshipment points in this area were struck this week, including the Yen Tho transshipment area, which is located about 4 miles east of Linh Cam on the Song Ngan, and also the Nhan Tho Facility which is located in the same general area. At Yen Tho pilots reported that 9 secondary explosions and 15 fires resulted from the attack. At Nhan Tho several secondary explosions and fires were also observed. Despite attacks such as these, most of these transshipment areas continue to be operational. The primitive nature of the target areas, consisting in most cases of a cleared area near a river bank and an access road, provides only a limited target. Furthermore, the increased number of areas where transshipment is taking place further disperses this activity and makes its disruption more difficult.

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